

## **SECTION I INTRODUCTION**

### **1.1 THESE REGULATIONS SHALL BE KNOWN AS THE SUBDIVISION REGULATIONS OF THE TOWN OF GRANBY.**

### **1.2 POLICY**

- 1.2.1.** It is hereby declared to be the policy of the Town of Granby to consider the subdivision of land and the subsequent development of the subdivided lots as subject to the control of the Granby Planning and Zoning Commission pursuant to the Granby Plan of Development for the orderly, planned, efficient and economical development of the Town of Granby. No subdivision of land shall be made until a plan for such subdivision has been approved by the Granby Planning and Zoning Commission
- 1.2.2** Land to be subdivided shall be of such character that it can be used for building purposes without changes to health or public safety. Proper provisions shall be made for water, drainage, and sewage areas contiguous to brooks, rivers or other water bodies subject to flooding. Proper provision shall be made for protective flood control measures.
- 1.2.3** Proposed streets shall be in harmony with existing or proposed thoroughfares Shown in the Plan of Development.

### **1.3 PURPOSES**

These Regulations are adopted for the following purposes:

- 1.3.1** To protect and provide for the public health, safety, and general welfare of the municipality.
- 1.3.2** To guide the future growth and development of the municipality, in accordance with the Granby Plan of Development.
- 1.3.3** To provide for adequate light, air, and privacy; to protect from fire, flood, and other danger; and to prevent overcrowding of the land and undue congestion of population.
- 1.3.4** To protect the character and the economic stability of all parts of the municipality and to encourage the orderly and beneficial development of all parts of the municipality.
- 1.3.6** To guide public and private policy and action in order to provide adequate and efficient transportation, water, sewage, schools, parks, playgrounds, recreation, and other public requirements and facilities.
- 1.3.7** To provide the most beneficial relationship between the uses of land and buildings and the circulation of traffic throughout the municipality, to give particular regard to the avoidance of congestion in the streets and highways and the pedestrian traffic movements appropriate to the various uses of land and buildings, and to provide for the proper location and width of streets and building lines.
- 1.3.8** To establish reasonable standards of design and procedures for subdivisions and resubdivisions, in order to further the orderly layout and use of land and to insure proper legal descriptions and monumenting of subdivided land.
- 1.3.9** To ensure that public facilities are reasonably available and will have a sufficient capacity to serve the proposed subdivision.
- 1.3.10** To prevent the pollution of land, air, streams, and ponds; to assure the adequacy of drainage facilities; to safeguard the water table; and to encourage the wise use and management of natural resources throughout the municipality in order to preserve the integrity, stability, and beauty of the community and the value of the land.
- 1.3.11** To preserve the natural beauty and topography of the municipality and to insure appropriate development with regard to these natural features.
- 1.3.12** To provide for open spaces, agricultural land areas and recreational areas; to facilitate a network of green space corridors and trails; and to preserve floral and fauna habitat.

## 1.4 DEFINITIONS

For the purpose of these Regulations certain numbers abbreviations terms and words used herein shall be used interpreted and defined as set forth in this section. Unless the context clearly indicates to the contrary, words used in the present tense include the future tense; words used in the plural number include the singular; the word "herein" means "in these Regulations"; the word "Regulations" means "these Regulations". A "person" includes a corporation a partnership and an unincorporated association of persons such as a club; "shall" is always mandatory; a "building" includes a "structure"; a "building" or "structure" includes any part thereof; "used" or "occupied" as applied to any land or building shall be construed to include the words "intended arranged or designed to be used or occupied".

### WORDS AND TERMS DEFINED

**Applicant** – the owner of the land proposed to be subdivided or his/her representative. Consent shall be required from the legal owner of the premises when the Applicant is other than the owner.

**As Built Plan** - a map, prepared after the completion of construction, showing the location of all structures and utilities above and below ground.

**Bond** - any form of security including a cash deposit, surety bond, collateral, property or instrument of credit in an amount and form satisfactory to the Commission.

**Commission** - shall mean the Granby Planning and Zoning Commission.

**Construction Plan** - the maps or drawings accompanying a subdivision proposal and showing the specific location and design of improvements to be installed in the subdivision in accordance with the requirements of the Commission and these Regulations.

**Developable: Acreage** - an uninterrupted contiguous area which does not contain wetlands, watercourses, water bodies, utility easements or areas with slopes in excess of twenty percent (20%) over a minimum 100 linear feet.

**Developer** - the owner of land proposed to be subdivided or his representative. Consent shall be required from the legal owner of the premises when the applicant is other than the owner.

**Easement** – authorization by the property owner for the use by another, and for a specified purpose, of any designated part of his/her property.

**Escrow** - a deposit of cash with the Town of Granby in lieu of an amount required and still in force on a performance or maintenance bond. Such escrow funds shall be deposited in a separate account.

**Farmington Valley Health District - F.V.H.D.** - the agency designated by the Town of Granby to administer all State and local health regulations.

**Lot** - a parcel of land intended as a unit for the purpose, whether immediate or future, of transfer of ownership or for building development.

**Plan of Development** - a comprehensive plan for development of the Town, prepared, and adopted by the Commission, pursuant to State law, and including any part of such plan separately adopted and any amendment to such plan or parts thereof.

**Nonresidential Subdivision** - a subdivision whose intended use is other than residential, such as commercial or industrial. Such subdivision shall comply with the applicable provisions of these Regulations.

**Open Space** - any land used for agriculture, a park, a recreational corridor, a natural area, forest, wetland preservation, wildlife habitat, a reservoir, historic and scenic preservation or other similar purpose.

**Private Street** - a street which does not serve the public as a whole nor function within the Town's overall comprehensive transportation policy. Private streets are designed solely for the convenience of the residential properties that they serve and to provide access to and from local and other public streets.

**Preliminary Plan** - a preliminary drawing or drawings, described in these Regulations, indicating the proposed manner or layout of the subdivision to be submitted to the Commission.

**Public Improvement** - any drainage ditch, roadway, sidewalk, pedestrian way, tree, lawn, off-street parking area, lot improvement, or other facility for which the Town may ultimately assume the responsibility for maintenance and operation, or which may affect an improvement for which local government responsibility is established.

**Recreational Corridors** - a network of existing and future trails which may connect and or be part of existing and proposed open space lands including those trails shown on the Recreational Corridor Map, on file in the Office of Community Development, and excluding any motorized vehicle usage.

**Resubdivision** - a change in a map of an approved or recorded subdivision or resubdivision if such change (a) affects any street layout shown on such map, (b) affects any area reserved thereon for public use, or (c) diminishes the size of any lot shown thereon and creates an additional building lot if any of the lots shown thereon have been conveyed after the approval or recording of such map.

**Right-of-Way** - a strip of land occupied or intended to be occupied by a street, crosswalk, road, electric transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, shade trees, or other special use. The usage of the term "right-of-way" for subdivision established and shown on a final plan is to be separate and distinct from the lots or parcels adjoining such right-of-way and not included within the dimensions or areas of such lots or parcels. Rights-of-way intended for streets, crosswalks, water mains, and sanitary sewers, storm drains; shade trees, or any other use involving maintenance by a public agency shall be dedicated to public use by the applicant on which such right-of-way is established.

## **STREETS**

**Collector Street** - a street intended to move traffic from local streets to secondary arterials. A collector street serves a neighborhood or large subdivision and should be designed so that a minimum of residential properties face onto it.

**Dead-End Street (Permanent)** - a street having only one intersection with another street and having a turn-around entirely surrounded on its frontage with separate lots (Cul-de-sac).

**Local Street** - a street intended to provide access to other roads from individual residential properties.

**Primary Arterial Street** - a street intended to move traffic to and from such major attractors as central business districts, regional shopping centers, major industrial areas, and similar traffic generators and/or as a route for traffic between communities or large areas.

**Secondary Arterial Street** - a street intended to collect and distribute traffic in a manner similar to primary arterials, except that these streets service minor traffic generating areas such as community-commercial areas, primary and secondary educational plants, major recreational areas, churches and offices and/or designed to carry traffic from collector streets to the system of primary arterials.

**Private Street** - a street which does not serve the public as a whole nor function within the Town's overall comprehensive transportation policy. Private streets are designed solely for the convenience of the residential properties that they serve and to provide access to and from local and other public streets.

**Street Stub** – a fifty (50) foot wide right-of-way, deeded to the Town of Granby to allow for future road networking.

**Subdivision** - the division of a tract or parcel of land into three (3) or more parts or lots for the purpose, whether immediate or future, of sale or building development, expressly excluding development for municipal, conservation or agricultural purposes and including resubdivision.

**Town** - shall mean the Town of Granby, Connecticut.

## **SECTION 2**

### **STANDARD FOR MAPS AND PLANS**

#### **2.1 GENERAL REQUIREMENTS**

The maps and plans required by these Regulations shall show the information and be prepared in accordance with the standards hereinafter specified. All such maps and plans shall be prepared by, and shall bear the name and seal of, a land surveyor and/or engineer licensed in the State of Connecticut. Pertinent survey data and computations shall be presented by the applicant to the Town Engineer for review if requested. An application will not be deemed complete until all the maps and plans referred to in 2.2, 2.3, 2.4 and 2.5, and all the information specified, is provided. An incomplete application will not be received. The Director of Community Development will report to the Commission at the next regularly scheduled meeting after the application is submitted, whether the application is complete or incomplete, and the Commission shall note missing items in its minutes. Applicants are encouraged to consult with the Town Engineer and Director of Community Development in the design of the development. Applicants are also encouraged to schedule a preliminary conference with the Commission prior to submitting the full application.

#### **2.2 SITE DEVELOPMENT PLAN**

The Site Development Plan shall be drawn to a scale of not less than 1" = 100' on a sheet 24" x 36". The plan shall show existing conditions and the proposed layout of lots, streets and improvements for the proposed subdivision and all contiguous land of the applicant that may be subdivided in the future, in order to allow the Commission to complete a general planning review of the proposed subdivision including its relationship to the future subdivision of contiguous land of the applicant. Nine (9) black or blue line prints shall be submitted. The plan shall show at least the following information:

- 2.2.1** Title of the subdivision, which shall not duplicate the title of any previous subdivision in the Town of Granby.
- 2.2.2** Name and address of the owner of the land to be subdivided; name and address of the applicant if different from the owner.
- 2.2.3** Date, scale, north point, key map at 1" = 1000'.
- 2.2.4** Existing and proposed property and street lines; adjoining property lines and street lines for a distance of 300 feet; and the names of all adjacent subdivision and property owners.
- 2.2.5** Existing and proposed watercourses and ponds, conservation areas, easements and rights-of-way; base flood elevation data, wetland soils, the location and limits of all swamps and flood plains, and other lands subject to flooding as outlined in the Flood Insurance Rate Map dated 2/15/80.
- 2.2.6** Existing contours at an interval not exceeding two (2) feet based on field or aerial survey and using official Town, State or U.S. benchmarks, which shall be noted on the plan.
- 2.2.7** Existing and proposed open space.
- 2.2.8** Existing permanent buildings and structures including any abutting structures within 200 feet and any historic structures built prior to 1900, which shall be noted (the Town aerial maps may be used for this purpose).
- 2.2.9** Principal wooded areas and the approximate location of any large trees of 24" in diameter or more measured 4'6" above the ground.
- 2.2.10** Major ledge outcrops, existing stonewalls, fences and cemeteries within the subdivision.
- 2.2.11** The locations, dimensions, areas and lot numbers of all proposed and existing lots.
- 2.2.12** Proposed width of all streets, rights-of-way and easements; proposed width of all pavement; and proposed street names.

- 2.2.13** Existing and proposed monuments; any municipal boundary line and zoning districts.
- 2.2.14** Existing and proposed storm drains, catch basins, manholes, ditches, watercourses, headwalls, sidewalks, gutters, curbs and other structures and existing and proposed water mains, sanitary sewers, underground utilities, and related facilities.
- 2.2.15** Spot elevations on both existing and proposed roads to indicate tentative grading.
- 2.2.16** The approximate location of any percolation tests, deep pits, test holes, test pits and borings and findings shall be shown on the map or where necessary on a separate sheet.
- 2.2.17** The limits of any areas proposed for regrading by excavation or filling; and the limits of any areas proposed to be reserved and protected from excavation or filling.
- 2.2.18** The location of any proposed on site sewage disposal systems, including deep pit and seepage tests data and soil types. This information shall be accompanied by a written report by the Farmington Valley Health District.
- 2.2.19** The approximate location of existing and proposed wells, springs or spring rights and, where required by the Farmington Valley Health District, wells on adjacent property.
- 2.2.20** A data block which contains the total number of lots proposed, the area of each lot, in (square feet and acres), the center linear footage of all proposed streets, the total area of the subdivision, the number of rear lots, the total area of wetlands, and the total area of all open space provided.
- 2.2.21** The plan shall also be accompanied by a sketch plan of the total subdivision at no specific scale drawn on an 8 1/2" x 11" separate sheet.
- 2.2.22** Vegetation Preservation/Planting Plan (VPPP)

## **2.3 CONSTRUCTION PLANS**

Four (4) sets of blue or black line print plan and profile drawings of all proposed streets, storm drains, sanitary sewers, catch basins, manholes, ditches, watercourses, headwalls, sidewalks, gutters, curbs and other structures shall be submitted on a sheet size of 24" x 36", and drawn to a horizontal scale of 1" = 40' and a vertical scale of 1" = 4'. Profile drawings and elevations shall be based on State or N.G.V.D. benchmarks or other permanent benchmarks approved by the Town Engineer; the benchmarks used shall be noted on the plan. All construction plans, plans for streets, storm drainage, water supply and other utilities and structures shall be designed by, and bear the seal of, a professional engineer licensed to practice in the State of Connecticut. Plan-profile drawings shall show at least the following information if proposed in accordance with good engineering practice and as appropriate for the particular subdivision or resubdivision.

- 2.3.1** Title of the subdivision or resubdivision, date, scale, Town and State.
- 2.3.2** For streets, the existing grades at the centerline and both street lines and the proposed grade at the centerline and both street lines; width of pavement, and typical cross section of roads with specifications.
- 2.3.3** Depth, invert, slope and size of all pipes, ditches, culverts, manholes, catch basins, headwalls and watercourses; typical ditch and watercourse cross sections.
- 2.3.4** Approximate location of lot lines intersecting the street line; lot numbers and street names.
- 2.3.5** Sidewalks, recreational corridors, curbs, gutters and any special structures including streetlights.
- 2.3.6** Detail drawings of any bridges, box culverts, deep manholes and other special structures.
- 2.3.7** Notation and details on erosion and sedimentation control methods to be employed in accordance with Section 6 of these Regulations.
- 2.3.8** All other public improvements.

## **2.4 GRADING PLAN**

The area shown on the grading plan may be limited to the portion of the subdivision or resubdivision affected by the proposed major regrading, cuts, fills, or soil or rock removal. Four (4) blue or black line prints of the grading plan shall be submitted. The grading plan shall be drawn on sheets 24" X 36" and to the scale of 1" = 40' or larger and shall bear the seal of an engineer licensed to practice in the State of Connecticut. Contours and elevations shall be based on the same benchmarks as provided in Paragraph 2.3. The grading plan shall show at least the following information:

- 2.4.1** Title of the subdivision or resubdivision.
- 2.4.2** Name and address of the owner of the land to be subdivided; name and address of the applicant if different from the owner.
- 2.4.3** Date, scale, north point, Town and State.
- 2.4.4** Layout of existing and proposed lot lines and street lines.
- 2.4.5** Existing and proposed contours at an interval not exceeding two (2) feet.
- 2.4.6** Existing and proposed drainage and watercourses.
- 2.4.7** Existing permanent buildings and structures, including well and septic locations.
- 2.4.8** Location of all test holes, test pits or borings and findings.
- 2.4.9** Cross section drawings covering proposed excavation areas.
- 2.4.10** Notations and details on erosion and sedimentation control methods to be employed.
- 2.4.11** Recreational corridors

## **2.5 RECORD SUBDIVISION MAP**

The Subdivision Map shall be prepared with an accuracy meeting, or exceeding, standards for a "Class A-2 Transit Survey" as defined by the Connecticut Association of Land Surveyors (CALS). The map shall be clearly and legibly drawn and submitted in two (2) copies of blue or black line prints. The map shall be drawn to a scale of 1" = 40'. The map shall show the following:

- 2.5.1** Title of the subdivision, which shall not duplicate the title of any previous subdivision in the Town of Granby, and the name of streets as approved by the Commission.
- 2.5.2** Name and address of the owner of the land to be subdivided; name and address of the applicant if different from the owner.
- 2.5.3** Date, scale, north point, Town and State.
- 2.5.4** Existing and proposed property and street lines; indication of adjoining property lines and street lines for a distance of 200' feet; and the names of all adjacent subdivisions and property owners.
- 2.5.5** Existing and proposed watercourses and ponds, conservation areas, easements and rights-of-way; the location and limits of all easement or preservation areas for the protection of swamps, flood plains, other land subject to potential flooding.
- 2.5.6** Proposed lots and lot numbers, house numbers; existing and proposed open spaces for parks, recreational corridors, stream protection and other open spaces; the square footage or acreage of all lots and open spaces, and the total acreage of land included in the subdivision.
- 2.5.7** Existing permanent buildings and structures.

- 2.5.8** Dimensions on all lines to the hundredth of a foot; all bearings or deflection angles on all straight lines and the central angle, tangent distance and radius of all arcs.
- 2.5.9** The width of all streets, rights-of-way and easements; street names.
- 2.5.10** Existing and proposed monuments; any municipal boundary line.
- 2.5.11** A location map showing the location of the subdivision in relation to existing streets in the Town at a scale of 1" = 1000'.
- 2.5.12** An index map, if the proposed subdivision is divided into sections or is of such size that more than one sheet is required, showing the entire subdivision with lots, lot numbers, street, street names and delineation of areas covered by the section or sheet.
- 2.5.13** The survey relationship of proposed streets to nearby monumented Town streets or State highways where practical.
- 2.5.14** All stipulations of approval imposed by the Commission.

**2.6 APPROVED MAPS**

Upon approval of the subdivision, final plans shall be submitted as follows:

- 2.6.1** Record Subdivision Map - one (1) set drawn on mylar drafting film.
- 2.6.2** Construction and Grading Plan - four (4) blue or black line paper sets.
- 2.6.3.** One computerized map in digital format, acceptable to the Director of Community Development

**2.7 AS BUILTS**

Upon completion of the subdivision as-built plans shall be submitted in mylar form prior to the release of bond and the acceptance of roads.

## **SECTION 3 REQUIRED IMPROVEMENTS AND DESIGN STANDARDS**

### **3.1 GENERAL IMPROVEMENTS**

Subdivisions and resubdivisions, including related streets, drainage and other improvements required by these Regulations, shall be planned, designed and constructed in accordance with the standards hereinafter specified.

**3.1.1** Plan of Development – Subdivisions shall be planned and designed in general conformity with the Town of Granby Plan of Development, adopted by the Commission under Chapter 125 of the Connecticut General Statutes

**3.1.2** Subdivision Name - The proposed name of the subdivision shall not duplicate, or too closely approximate phonetically, the name of any other subdivision in the area covered by these Regulations. The principal road in the subdivision shall bear the same name as the subdivision and shall be taken from the "Suggestions for Street and/or Development Names" prepared by the Salmon Brook Historical Society.

#### **3.1.3 Open Space**

**3.1.3.1** The total area of open space shall be equal to or greater than twenty (20) percent of the combined acreage of the lots proposed within the subdivision. The Commission may reduce this requirement under the following conditions:

**3.1.3.1.1** Where prime agricultural land with class 1 or 2 soils is preserved, as outlined in the soil survey of Hartford County, CT, report by Arthur E. Shearin, Soil Conservation Service and David E. Hill, Connecticut Agricultural Experiment Station.

**3.1.3.1.2** Where affordable housing is proposed.

**3.1.3.1.3** Where solar access and other energy conservation methods are employed.

**3.1.3.1.4** Where less than six (6) lots are proposed.

**3.1.3.1.5** Where no new road construction is proposed.

**3.1.3.1.6** Where the proposed average lot size is 100% larger than the lot size required under Section 5 of the Zoning Regulations.

**3.1.3.1.7** Where Commercial/Industrial Subdivision is proposed.

**3.1.3.2** The location of the open space shall be designed in accordance with one or more of the following factors as appropriate to the site, bearing in mind that some conflict with others.

**3.1.3.2.1** Where new roads are proposed, open space is located so as to create a buffer between the existing Town/State road(s) and the proposed lots.

**3.1.3.2.2** The open space is designed as a buffer between the proposed subdivision and abutting properties.

**3.1.3.2.3** The open space is located to preserve such natural features as scenic vistas, ridge tops, significant tree groves, waterfalls and environmentally scenic areas.

**3.1.3.2.4** The open space is located in areas to preserve significant man made features such as stonewalls, canals or historic structures.

**3.1.3.2.5** The open space is located so as to preserve primary and secondary agricultural lands.



- 3.1.3.2.6** The open space is located in areas, which connect existing open space, or areas with the greatest potential for future open space and facilitate recreational and green space corridors and/or trails.
- 3.1.3.2.7** The open space extends beyond the wetland boundary side of a stream or watercourse.
- 3.1.3.2.8** The open space is suitable for public active recreational use.
- 3.1.3.3** The total area of required open space may be broken up into separate areas of not less than one (1) acre, provided the total of all areas is equal to or greater than the minimum requirement of Section 3.1.3.1. The Commission may waive the one (1) acre minimum when the future development of adjoining land makes smaller areas feasible or where the area is a continuation of brook and stream protection areas or other natural features.
- 3.1.3.4** When a tract is to be developed in stages, the Commission may allow the preservation of open space to be included in any of the phases provided the necessary total amount of open space is preserved as required by the Commission upon the completion of the development of the entire tract and provided the open space meets all requirements of the Commission. The Commission shall require a bond as per Section 7 to assure the preservation of the total area of the open space proposed for the subdivision.
- 3.1.3.5** All open space shall abut or have direct access to a street through a right-of-way dedicated to public use. The right-of-way shall not be included in the required open space area, shall be at least fifteen (15) feet wide and shall be suitable for foot and equestrian traffic. In acceptable circumstances the Commission may reduce or waive this requirement.
- 3.1.3.5.1** Private open space land that is to be used by selected or limited groups for recreation or other similar purposes shall have access as required in Section 3.1.3.5 above, but such access shall remain part of the private land.
- 3.1.3.5.2** Open space land, such as conservation and development easements that will not be open to the public or have limited public use need not abut or have a right-of-way to a public street.
- 3.1.3.6** When a property line of a subdivision abuts existing open space, the Commission may require the new open space lines to form a continuation of the existing area to provide a single, large, unified area.
- 3.1.3.7** All applicants are strongly encouraged to appear before the Commission for a pre-application discussion of their proposed open space plan, prior to the receipt of the complete application. Requests for a pre-application discussion shall be made in writing to the Director of Community Development and shall be placed on the earliest possible agenda of the Commission.
- 3.1.3.8** A site improvement plan must be prepared in any case where improvements are required to be made in public or private open space land.
- 3.1.3.8.1** There shall be no depositing, dumping, or storage of waste or other natural or man-made materials, supplies or equipment on any subdivision land designated as open space without the prior approval of the Town Engineer and in accordance with State Law.
- 3.1.3.8.2** Land to be used as public or private open space shall be left in a condition for the purpose intended. Where directed by the Commission, undesirable growth and debris shall be removed by the developer; and open space to be used for recreation shall be graded to dispose of surface water and shall be seeded. In general, wooded and brook areas shall be left natural.
- 3.1.3.8.3** Any security as outlined in Section 7 for the completion of public utilities and improvements shall also be available for completion of public or private open space requirements in the event of a default of performance by the subdivider or his successor.
- 3.1.3.8.4** In the event that open space dedication and location is deferred, it shall be so stated on the filed mylar.
- 3.1.3.9** The open space area shall be one (1) or more of the following:
- 3.1.3.9.1** deeded to the Town;

- 3.1.3.9.2** in the form of a conservation easement;
- 3.1.3.9.3** deeded to the Granby land trust, or similar non profit organization;
- 3.1.3.9.4** deeded to a home owners' association;
- 3.1.3.9.5** deeded to the State D.E.P. (with a conservation easement);
- 3.1.3.9.6** in the form of an agricultural easement for the exclusive use of crop production;
- 3.1.3.9.** in the form of a scenic easement;
- 3.1.3.10** Where the open space is preserved in the form of a conservation easement, conservation restriction or similar entity, identified on the subdivision map, the following shall apply, unless specifically modified by the Commission at the time of the approval and so stated on the final mylar, signed by the Commission and filed in the Office of the Granby Town Clerk.  
  

The conservation restriction is granted in perpetuity exclusively for the conservation and the preservation of open space, including forest and grazing land and for the scenic enjoyment of the general public.

Except as otherwise set forth within the approval, prohibited within conservation areas shall be the following:

  - 3.1.3.10.1** The construction or the placing of buildings, roads, parking areas or other impermeable surfaces, signs or other advertising materials, utilities or other structures on or above the ground;
  - 3.1.3.10.2** The dumping or placing of soil, or other substances or materials as landfill, or the dumping or placing of trash, waste, or other unsightly and offensive materials;
  - 3.1.3.10.3** The excavation, dredging, or removal of loam, peat, gravel, soil, rock, or other substances in such a manner as to affect the surface;
  - 3.1.3.10.4** Unless required by the Commission within its approval, the removal or destruction of live trees, shrubs, plants, or other vegetation.
  - 3.1.3.10.5** All uses excepting outdoor recreational uses, providing the land remains predominantly in its' natural condition;
  - 3.1.3.10.6** All activities which are detrimental to drainage, flood control, water conservation, erosion control, or soil conservation;
  - 3.1.3.10.7** Any manipulation or alteration of natural watercourses, marshes, or other water bodies and any other acts or uses detrimental to the retention of said land in its natural and scenic and open condition.
  - 3.1.3.10.8** The use of motorized recreational vehicles.
- 3.1.3.11** If the title to the open space land is to be deeded to the Town, then it shall be reviewed by the Town Attorney and approved by the Commission prior to the release of bond.
- 3.1.3.12** Where subdivisions are proposed within Commercial and Industrial Zones, the Commission shall consider, and may require, the preservation of an open space area of up to 100 feet between the street line and new interior subdivision lot(s) proposed along Route 10 (Salmon Brook Street), Route 189 and Route 20 in an effort to maintain traffic flow, sight line, reduce the number of curb cuts and to preserve the overall quality and aesthetics of the road. The 100 feet of open space may be in the form of a buffer area, conservation easement, green space or similarly identified area, provided the area is free of structures, pavement, parking areas, driveways, fences, signs, and/or similar construction or materials. The Commission may permit temporary construction within the preserved 100-foot buffer and may permit limited signage, based on a specific request for a unified sign plan serving all of the proposed lots. The Commission may further require the planting and/ or preservation of trees and shrubs within this area.

### **3.1.4. Vegetation Preservation/Planting Plan (VPPP)**

**3.1.4.1** All applications for subdivision shall include an overall VPPP plan. The plan must include as applicable the following:

**3.1.4.1.1** The boundary of wooded areas located on the site.

**3.1.4.1.2** The area of the subdivision to be cleared, providing for a minimum of three (3) trees within the front yard of each lot to be planted or preserved. Each tree shall have a minimum caliper of three and one-half (3.5) inches.

**3.1.4.1.3** Where the proposed subdivision borders an existing agricultural use, the common boundary shall contain a buffer area of at least fifty (50) feet. Said buffer shall be designed to minimize the potential for conflict between the uses. Dense vegetation, earth berms, fencing and the use of existing natural features; such as, streams, wetlands, existing woodlands, slopes, stone walls, etc., shall be utilized in the design of buffers.

**3.1.4.1.4** The interior area of all cul-de-sacs shall be landscaped in a manner that will require little or no future maintenance. The use of native trees, shrubs, vegetative ground cover and boulders shall be preferred to the establishment of grassy areas.

**3.1.4.1.5** A visual streetscape buffer shall be established whenever subdivisions are proposed which have access or create new lots on any through street, existing within the Town on 1/1/2000. The streetscape buffer shall stretch along the entire street frontage of the property, where it joins the through street. The streetscape buffer shall extend from the street line, back into the property to a minimum depth equal to the lesser of 50% of the depth (as measured, perpendicular from the street line to the furthest point of the rear property line), or a distance of 500 feet. The depth of the buffer shall be computed based on the configuration of the entire parcel, prior to subdivision. Within the streetscape buffer all existing vegetation shall be preserved, the removal and depositing of earth and other materials shall be prohibited, and all construction activity shall be prohibited, except as specifically approved by the Commission.

Where new streets will provide access and egress to the property by crossing the streetscape buffer, the area of the entrance shall be landscaped to visually ease the transition from the existing town road to the proposed subdivision. The buffer area shall be established as outlined above, and preserved between the street line and new interior subdivision lot(s), except as necessary to achieve proper sight line for vehicles exiting and/or entering the development. The Commission may require the use of natural features such as wetlands, existing woodlands, slopes, stonewalls, etc., in the design of the buffer. The development shall also provide for the preservation of existing historic structures, barns, period fencing, or other significant features where they exist within the area of the buffer. Where natural, historical or other significant features are absent, earth berms and boulders may be used in conjunction with the planting of native trees and shrubs.

The Commission may reduce the depth of the streetscape buffer where conditions exist which, while preserving the streetscape; lessen the required depth of the buffer. These conditions include, but are not limited to:

- the vertical and horizontal alignment of the road,
- the quality and quantity of the existing vegetation,
- the quality and quantity of proposed vegetation,
- the existence of existing natural and geological features which serve as a buffer,
- the existence of man made and historical features, which serve as a buffer.

The streetscape buffer shall be permanently preserved through the creation of a conservation or similar easement and/or by deeding the fee or easement to an approved entity.

**3.1.4.2** The new road and existing rights-of-way shall only be cleared of existing vegetation as outlined in the VPPP to provide for safety, drainage and construction.

**3.1.4.3** Maintenance of the visual integrity of hilltops and ridge lines by siting development so that building silhouettes will be below the ridgeline or hilltop or, if the area is heavily wooded, so that the building silhouette will be at least ten (10) feet lower than the average canopy height of trees on the ridge line or hilltop.

## **3.2 DESIGN AND LOCATION**

- 3.2.1** Lot Arrangement - The lot arrangement shall be such that there will be no foreseeable difficulties, for reasons of topography or other conditions, in securing building permits to build on all lots in compliance with the Zoning Regulations and Health Codes and in providing driveway access to buildings on such lots from an approved street.
- 3.2.2** Double Frontage (Through Lots) - Double Frontage lots shall be avoided except where necessary to provide separation of residential development from traffic arterials or to overcome specific disadvantages of topography and orientation.
- 3.2.3** Solar Access – The developer must demonstrate to the Commission that she/he has considered, in the locations of the lots, using passive solar energy techniques which would not significantly increase the cost of the housing to the buyer after tax credits, subsidies and exemptions. As used in this subsection, passive solar energy techniques mean site design techniques that maximize heat gain, minimize heat loss and provide thermal storage within a building during the heating season and minimize heat gain and provide for natural ventilation during the cooling season.
- The site design techniques shall include, but not be limited to: (1) house orientation; (2) street and lot layout; (3) vegetation; (4) natural and man-made topographical features; and (5) protection of solar access within the development. See Connecticut General Statutes (CGS), Section 8-25 (b).
- 3.2.4** Lot Arrangements on Existing Streets - Lots proposed for existing streets shall, in addition to meeting other applicable standards of these Regulations, be arranged to conform with the following:
- 3.2.4.1** Where no street lines have been established on an existing street, front property lines for subdivision lots shall not be closer than twenty-five (25) feet from the center of the road or fifty (50) feet from and parallel to an established street line on the opposite side of the street. The Commission may require that the title to all land between the center of the road and the front property lines of the subdivision lots be dedicated to the Town of Granby in accordance with the legal requirements for such a procedure.
- 3.2.4.2** Where the development of a lot fronting on an existing street will cause drainage problems in that street, the developer shall install drains in the street or make such other provision as may be necessary to correct the condition.
- 3.2.5** Lot Dimensions - Lot dimensions shall comply with the minimum standards of the Zoning Regulations except where the Commission approves a site-specific flexible residential development (see Section 5). Side lot lines shall generally be at right angles to street lines. Corner lots shall have extra width to permit the minimum lot frontage on each street.
- 3.2.6** Lot Square - The shape of all lots shall be such that the lot can fit a square having sides equal to the minimum frontage required (for the particular zone where subdivision is proposed) minus twenty-five (25) feet, with one side of the square placed along the required lot frontage as close to parallel to the road as possible. This requirement is not applicable to subdivisions designed under the Flexible Residential Development guidelines of Section 8.20 of the Zoning Regulations.
- 3.2.7** Contiguous Developable Area - All lots created through subdivision or resubdivision shall contain a contiguous developable area equal to at least 40,000 square feet in the R2A zone; 35,000 square feet in the R50 zone; and 30,000 square feet in the R30 zone.
- 3.2.7.1** For the purpose of this Regulation, a contiguous developable area shall be defined as an uninterrupted contiguous area, which does not contain wetlands, watercourses, water bodies, or areas with slopes in excess of 20% that extend 50 linear feet or more. The contiguous developable area may be reduced by 50% when both public water and public sewer are available. Where Flexible Residential Development applications are proposed the minimum Contiguous Developable Area shall be reduced to 20,000 square feet in the R2A zone; 17,500 square feet in the R50 zone; and 15,000 square feet in the R30 zone. The 50% reduction for public water and public sewer shall not apply to FRD applications.
- 3.2.7.2** The lot development plan shall demonstrate that:
- a. The primary structure can be accommodated within the Contiguous Developable Area.
  - b. The primary structure, as its is placed within the Contiguous Developable Area, can be

accessed from a public street.

The primary structure shall be constructed within the Contiguous Developable Area, except where extraordinary circumstances are identified that justify the location of the structure elsewhere on the site.

**3.2.8** Electric Power, Telephone, and Other Cable Systems:

**3.2.8.1** Electric power, telephone, and other cable systems shall be placed underground in all residential subdivisions; except that in those portions of a subdivision adjacent to an existing Town road, the existing electric power, telephone and cable system facilities on such road may be used.

**3.2.8.2** The whole or any part of an electric power, telephone, or cable system may be permitted above ground on new roads whenever and to the extent that the Commission has determined that safe underground installation is not feasible because of soil or water conditions or other natural or man-made conditions. In these cases, utility poles shall be seven (7) feet from the right-of-way lines.

**3.2.9** Monuments - Permanent reference monuments shall be placed within the subdivision as required herein.

**3.2.9.1** Town road right-of-way mere stones, perimeter boundary and lot corners shall conform to Class A-2 of Code of Recommended Practice for Standards of Accuracy of Maps, as amended. A registered land surveyor in the State of Connecticut will certify to vertical/horizontal correctness.

**3.2.9.2** A minimum of two (2) vertical/horizontal control points will be set within the Town right-of-way at positions designated by the Town Engineer. Horizontal coordinates will be from the Granby coordinate system with tie-in requirements as above. Vertical control will be datum National Geodetic Vertical Data (NGVD). The markers used for horizontal and vertical control shall consist of a mere stone with a brass cap.

**3.2.9.3** A registered land surveyor shall certify to the horizontal and vertical accuracy of the points set in accordance with Class A-2 of the Code of Recommended Practice for Standards of Accuracy of Maps prepared by the Connecticut Association of Land Surveyors, January 1984.

**3.2.9.4** Highway lines shall be monumented by standard mere stones at all points, (Point of Curve, Point of Radius, and Point of Radius Curve). The maximum distance between highway mere stones will be 500 feet on tangent or curved sections of the highway line. Highway mere stones will be set to the accuracy of Class A-2 of the Connecticut Association of Land Surveyors. The proposed highway line will be tied into existing highway lines by distance and bearing. Additional locations shall be shown on the highway line as required by the Town Engineer.

**3.2.9.5** Unless otherwise required by the Town Engineer, all lot corners shall be permanently located by metal pins at least 3/4 inch in diameter and thirty (30) inches in length.

## SECTION 4 MINIMUM STANDARDS FOR ROADS

### 4.1 GENERAL REQUIREMENTS

- 4.1.1 Streets, General** - No subdivision shall be approved unless the area to be subdivided shall have frontage on and access from an existing public street which is located with the boundary of the Town of Granby which is suitably improved and paved or shall have frontage on a street shown upon a map approved by the Commission and recorded in the Town Clerk's office. Such street or highway must be suitably improved as required by the appropriate regulations and specifications or be secured by a performance bond. Proposed streets and sidewalks shall be in harmony with existing or proposed arterial streets, as shown on the Town Comprehensive Plan of Development, especially with regard to safe intersections with such thoroughfares.
- 4.1.2 Street Grading and Improvement** - Streets shall be related appropriately to the topography. Local roads shall be curved wherever possible, to avoid conformity of lot appearance. All streets shall be arranged to obtain as many as possible of the building sites at, or above, the grades of the streets. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided. Specific standards are contained in these Regulations.
- 4.1.3 Traffic Circulation Plan** - All streets shall be properly integrated with the existing and proposed system of thoroughfares and dedicated rights-of-way as established by the Town and/or the Town of Granby Plan of Development. Additionally, all thoroughfares shall be properly related to specific districts, schools, churches and shopping centers, to population densities and to the pattern of existing and proposed land uses.
- 4.1.4 Future Street Stubs** - Fifty (50) foot wide rights-of-way leading from Subdivision streets to adjoining properties to provide for a coordinated street system, shall be included.
- It shall be the responsibility of the subdivider to:
- 4.1.4.1** Donate the land for these street stub rights-of-way to the Town.
- 4.1.4.2** Bring these street stub rights-of-way to the proper rough grade if required by the Commission.
- 4.1.5 Street Lighting**- Adequate public street lighting shall be provided at street intersections, where the Commission may direct such installation.
- 4.1.6 Traffic Control Devices** - The developer shall be responsible for the cost and installation of any traffic control devices deemed necessary by the Commission or the State of Connecticut. Such devices shall meet the appropriate standards set forth in the manual on Uniform Traffic Control Devices for Streets and Highways. The developer shall bond such traffic control devices with other public improvements. Necessary state permits for work related to state highways shall be the responsibility of the developer and shall be coordinated through the office of the Building Inspector.
- 4.1.7 Traffic Analysis** - The Commission may require the applicant to submit a traffic analysis and/or a traffic signal warrant study prepared by a licensed traffic professional for any subdivision containing ten (10) or more lots.

### 4.2 DESIGN STANDARDS

#### 4.2.1 Right-Of-Way (ROW) Width

- 4.2.1.1** Dead-end streets and local streets as defined shall have a minimum ROW of fifty (50) feet.
- 4.2.1.2** All other streets shall have a minimum ROW of sixty (60) feet.

#### 4.2.2 Grades

- 4.2.2.1** Minimum one percent (1%);

- 4.2.2.2** The maximum road grade shall be eight percent (8%). The Commission may waive this requirement to a maximum of 10% where the applicant has demonstrated that such an increase will reduce the environmental impact of cutting the slope and further demonstrating that an alternate road route running more parallel to existing contours is inappropriate for reasons other than the need to obtain a greater number of building lots.
- 4.2.2.3** At intersections, maximum grade shall be four percent (4%) a minimum distance of one hundred (100) feet measured from the street line of the intersecting street.
- 4.2.2.4** All grade changes shall be connected by vertical curves. Vertical curves shall be designed in accordance with current Connecticut Department of Transportation (CONNDOT) standards for stopping, sight distance, sag and crest curves.
- 4.2.2.5** In order to meet the maximum grade requirements, an applicant may be permitted to cut and slope, provided that no cut exceeds twenty (20) feet *[decreased from 30 feet]* measured from the existing elevation and provided that the average cut over 100 linear feet does not exceed fifteen (15) feet.
- 4.3 SIGHT LINES**
- To enhance traffic safety, all road intersections shall conform to the sightline requirements of the current CONNDOT standards.
- 4.4 MAXIMUM/MINIMUM LENGTH OF A CUL-DE-SAC/DEAD-END ROAD**
- 4.4.1** The length of dead-end or cul-de-sac streets shall be based on the number of lots served by the street. The number of lots on all dead-end streets and those dead-end streets that may be extended in the future shall be determined by the Commission based on topography, soil conditions, traffic safety and fire safety provided:
- 4.4.1.1** The maximum length shall not exceed 3,000 feet or twenty-five (25) lots, whichever is less. The Commission may waive this requirement and allow a maximum length of 4,000 feet or thirty-five (35) lots, whichever is less, where such extension will result in additional open space, the preservation of natural features or flora and fauna or where the extension will result in improved traffic networking.
- 4.4.1.2** There shall be a minimum length of 600 feet for a cul-de-sac road intersecting with Routes 189, 20, 10, 539, and 219, also East, Day, Silver, Loomis, Wells, Quarry, Notch, Canton, Hungary, Bushy Hill, Simsbury, Higley, Silkey, Canal, and other through roads as required by the Commission.
- 4.4.1.3** Dead-end roads shall terminate in a cul-de-sac. If the cul-de-sac is to be permanent, the right-of-way shall have a minimum diameter of one hundred and fifty-four feet (154) feet. The paved portion shall have a minimum diameter of one hundred thirty (130) feet and a grassed or landscaped center island seventy-eight feet (78 ft) in diameter shall be installed. See Section 3.1.4.4.
- 4.5 WIDTH OF PAVEMENT**
- 4.5.1** Minimum pavement width of a cul-de-sac road shall be based on the length and number of lots served as follows:
- 4.5.1.1** Maximum length of eight hundred (800) feet serving a maximum of 12 lots with no structural drainage, minimum width of eighteen (18) feet shall be permitted.
- 4.5.1.2** Maximum length of 1,000 feet serving a maximum of 14 lots with no structural drainage, a minimum width of twenty (20) feet shall be permitted.
- 4.5.1.3** Maximum length of 1,400 feet serving a maximum of 18 lots, a minimum width of twenty-two (22) feet shall be permitted.
- 4.5.1.4** Maximum length of 1,800 feet serving a maximum of 24 lots, a minimum width of twenty-four (24) feet shall be permitted.
- 4.5.1.5** All roads in excess of 1,800 feet or 24 lots shall have a minimum pavement width of twenty-six (26) feet.

**4.5.2** Local streets serving in excess of 60 lots shall have a minimum pavement width of twenty-eight (28) feet.

**4.5.3** The Commission may permit a width of pavement that is no more than 4 feet less than the required outlined in Sections 4.5.1.2 through 4.5.1.5 above where:

- The reduction will result in a visual, aesthetic and/or environmental improvement
- The vertical and horizontal alignment of the roadway does not necessitate a wider pavement width, and
- The reduction is supported by the Town Engineer.

**4.5.4** In no event shall the paved width be less than 18 feet.

#### **4.6 RADIUS AT STREET INTERSECTIONS**

**4.6.1** At right angle intersections, the minimum radius for dead-end streets shall be twenty-five (25) feet except that any street intersecting a major Town through road or new street designated a future through Town road or a State Highway shall be a minimum of thirty (30) feet.

**4.6.2** At right angle intersections, the minimum radius for roads other than dead end roads shall be thirty (30) feet.

**4.6.3** At the cul-de-sac, where the tangent of the road intersects, the radius of circle shall be fifteen (15) feet.

#### **4.7 ALIGNMENT**

Intersections shall be spaced a minimum of 400 feet apart measured from the points of intersection of the centerline of the right-of-way. Two streets intersecting opposite sides of a third street are to have the same points of intersection or else their centerlines are to be separated by a minimum of 400 feet on the third street.

The Commission may waive the minimum requirement to 200 feet where safety will not be compromised. Streets shall intersect at right angles unless otherwise approved by the Commission.

#### **4.8 CURVATURE**

**4.8.1** Horizontal and vertical curves shall be designed on the following minimum design speeds:

Local or Dead-End Street	30 miles per hour
Collector Street	35 miles per hour
Other	40 miles per hour

**4.8.2** All curves shall be designed using current CONNDOT standards. In no case shall the centerline radius on a horizontal curve be less than 150 feet.

#### **4.9 DRAINAGE**

**4.9.1** Off-site drainage and the ultimate development of land within the watershed shall be taken into account in the design of any storm drainage system.

**4.9.2** All storm drainage facilities shall be designed on the following storm return frequency criteria:

Street Drainage - 10-year storm (minimum)
Ditches, Channels and Road Culverts - 25-year storm (minimum)

**4.9.3** An analysis of the 50-year and 100-year storms shall be routed through Channels and Road Culverts to ascertain if their respective stream encroachment lines would cause flood damage.

**4.9.4** No storm drain system shall outlet into a natural watercourse, whether continually flowing or intermittent so as to exceed the capacity of the watercourse.

**4.9.5** When the discharge will be onto private property, proper easements and discharge rights shall be secured for the Town by the applicant from all affected property owners. Such easements and discharge rights shall be obtained before acceptance of any subdivision and drainage plan.



- 4.9.6** Streets shall be designed either with underground drainage systems, which shall Include, where appropriate, dry wells with over flow or, where conditions permit, surface drainage on non-through streets if adequate provision for erosion prevention is made.
- 4.9.7** Roadway under drains shall be required by the Town Engineer if it is necessary to control groundwater in the sub grade. Under drains shall be constructed in accordance with the latest CONNDOT specifications and shall consist of six (6) inch perforated pipe. The under drain pipe shall be installed four (4) feet in back of the curb/edge of pavement and shall be set four (4) feet below the shoulder grade. The entire under drain trench shall be back filled with clean 1/4" stone to the ground surface.
- 4.9.8** Underground systems shall begin and terminate with catch basins, box structures, headwalls or flared-end sections built or installed in accordance with CONNDOT specifications.
- 4.9.9** Standard Type C catch basins shall be located:
- 4.9.9.1** At all grade sags;
- 4.9.9.2** Prior to intersections except where the grade declines to the intersection on both streets, in which case catch basins shall be located at the bisector of the curve;
- 4.9.9.3** Within 350 feet of the high point of vertical curves;
- 4.9.9.4** Then every 300 feet thereafter, except that these requirements may be waived where open drainage is permitted, as stated above.
- 4.9.10** A standard Type C catch basin or manhole shall be installed at:
- 4.9.10.1** All angle points or bends in the pipe;
- 4.9.10.2** Grade changes in the pipe;
- 4.9.10.3** Points of entry of pipes over ten (10) inches in diameter; or
- 4.9.10.4** Where no structures are otherwise required (e.g., across an open field), a manhole shall be constructed every 400 feet.
- 4.9.11** Legally drawn easements at least twenty-five (25) feet wide, flowage and slope rights shall be granted to the Town of Granby for all places where maintenance of drainage systems on private property is necessary.
- 4.9.12** Drainage pipe shall be reinforced concrete, unless otherwise specifically approved, of a size approved by the Commission but in no case less than fifteen (15) inches in diameter.
- 4.9.13** Storm drainage pipes shall have a minimum pitch of one-half percent (0.5%). Variances may be granted by the Commission if pipes are designed with a minimum self-cleaning velocity of two (2) feet per second with the pipe flowing full. On grades exceeding ten percent (10%) and where uneven support is expected, drainage pipe shall be asphalt-coated, corrugated, metal pipe (ACCP).
- 4.9.14** Wherever possible, street drainage pipe shall be laid at the edge of the paved portion of the road with a minimum cover of three (3) feet.
- 4.9.15** Work quality and specifications of materials, unless otherwise specified herein, shall conform to CONNDOT specifications or as specified by the Selectmen or their agent.
- 4.9.16** Private lot or foundation drains may be allowed to enter an underground or surface drainage system upon receipt of a written release from the owner of the property to be drained relieving the Town from any maintenance responsibility, which, therefore, shall rest with the owner. A cleanout or manhole where such drains come into an underground system and a valve to prevent the backflow of water into the private system will be required.

- 4.9.17** Box culverts, paved leak-offs, paved ditches, retaining walls and riprap shall be required where deemed necessary, constructed to CONNDOT specifications.
- 4.10 CURBING**
- Curbing of machine-formed bituminous or other approved material shall be installed on both edges of pavement, except where surface drainage is proposed; construction and materials shall conform with CONNDOT specifications
- 4.11 GUIDE RAILING**
- 4.11.1** Where required, two (2) cable guide railings shall be provided on slopes greater than one (1) foot to four (4) feet or where otherwise required. Posts shall be a minimum of seven (7) inches by six and one-half (6.5) feet set three and one-half (3 1/2) feet deep and shall be connected by two (2) strands of three-quarter (3/4) inch wire cable.
- 4.11.2** Wood posts shall be impregnated with an insect and water repellent preparation paint and shall be spaced no more than ten (10) foot on center. Two (2) cable guide railings shall be installed in accordance with CONNDOT specifications. Other types of guide rails may be approved provided they meet CONNDOT specifications.
- 4.12 SLOPES**
- 4.12.1** Except in residential areas with a maximum density of 80,000 square feet per family or less or where specifically excepted due to terrain conditions, the entire width of the right-of-way shall be graded with a cross slope from edge of pavement or top of curb of one quarter (1/4) inch per foot.
- 4.12.2** Where exceptions to 4.12.1 above are allowed, the required cross slope shall be maintained for a minimum of five (5) feet with a maximum slope of one (1) foot vertical in four (4) feet horizontal maintained beyond that point to the edge of the right-of-way.
- 4.12.3** All portions of the right-of-way not taken up by street or sidewalk will be seeded to grass on a minimum of four (4) inches of loam.
- 4.12.4** Where side slopes outside the right-of-way steeper than one (1) foot vertical to four (4) feet horizontal are to be constructed, the Town shall be granted and conveyed an easement (slope rights) to maintain such slopes.
- 4.12.5** In no case shall slopes steeper than one (1) foot vertical to two (2) feet horizontal be constructed except in rock or definite ledge formation where the maximum allowable slope shall be four (4) feet vertical to one (1) foot horizontal. The Commission may waive this requirement following a report by the Town Engineer.
- 4.12.6** All such slopes, except those in rock or ledge formations, shall be seeded or turfed as soon as slopes are cleared of boulders.
- 4.13 Private Residential Driveways**
- 4.13.1** All driveways shall be designed to provide safe access onto existing or proposed streets. Where the driveway intersects with the street, adequate sight line shall be provided.
- 4.13.2** One driveway shall allow access to no more than two lots. If the proposed access will serve more than two lots, then the driveway shall conform to the requirements of a private street.
- 4.13.3** No driveway shall be permitted within 50 feet of the intersection of two existing or proposed streets, measured between the two nearest curb lines, except where unique conditions make any alternative access impossible or unsafe.
- 4.13.4** All driveways shall be located, designed and constructed in a manner, which prevents erosion and minimizes driveway drainage onto existing or proposed streets and/or abutting properties. Structural drainage facilities shall be incorporated into the driveway design and construction, as necessary, to prevent excessive drainage onto streets or abutting properties.

- 4.13.5** The average grade of a driveway shall be no more than 12%, measured from the street gutter line to the building served. No portion of a driveway shall contain a grade in excess of 15%.
- 4.13.6** The first 25 feet of the driveway, extending from the street line into the lot, shall have a maximum grade of 4%.
- 4.13.7** All driveways shall have a minimum centerline radius of 40 feet.
- 4.13.8** All driveways shall have a minimum width of 10 feet.
- 4.13.9** All driveways shall be paved with bituminous concrete from the edge of the street pavement to the edge of the street right of way. The Commission may require additional paving based on the location, environmental or geological concerns.
- 4.13.10** All driveways shall pitch up from edge of pavement for the same distance that the cross-slope is maintained with a pitch to coincide with the standard cross-slope of the right-of-way at its highest point.
- 4.13.11** Drainage swales or ditches shall not be plugged by construction of driveways. If a culvert under the driveway is required, the culvert shall have a minimum diameter of fifteen (15) inches.
- 4.14** **SIDEWALKS AND WALKWAYS**
- 4.14.1** When required, sidewalks will be located a minimum of one (1) foot inside the right-of-way and shall be a minimum of four (4) feet wide.
- 4.14.2** As required by the Commission, sidewalks shall be surfaced with cement or bituminous concrete, four (4) inches thick laid over eight (8) inches of high quality bank run gravel; side forms shall be used.
- 4.14.3** Construction of sidewalks will comply with CONNDOT specifications.
- 4.14.4** Walkways in dedicated rights-of-way through the interior of a subdivision shall be constructed as specified by the Commission.
- 4.15** **CONSTRUCTION**
- 4.15.1** General
- 4.15.1.1** Construction shall be done in four (4) steps; the Town Engineer shall be notified prior to beginning of each stage so that proper inspection can be made while work is in progress.
- 4.15.1.2** The developer shall furnish all lines, grades and construction stakes necessary for inspection and maintain them during construction so that proper checks can be made on the work; any deviation from plans shall be specifically approved by the Town Engineer.
- 4.15.1.3** Upon completion of each step, a complete inspection shall be made; and if the work is approved, permission will be granted to proceed to the next step. Special importance shall be given to proper notification of the Town Engineer at the beginning or completion of each stage of work. Any work begun or completed without such notification shall be liable to rejection.
- 4.15.1.4** The Town Engineer or a designated agent shall have free access to the construction work at all times and shall be authorized to take material samples, cores and other tests as deemed necessary to determine compliance with these Regulations.
- The Town Engineer may require the developer, at the developer's own expense, to have such tests made and certified by a registered professional engineer.
- 4.15.2** Step One: Clearing, Grubbing and Excavation
- 4.15.2.1** In clearing and grubbing, the surface of the roadway shall be cleared of trees, logs, stumps, brush, vegetation, rubbish and other perishable or objectionable matter. Stumps and roots within the roadway shall be removed. All materials shall be disposed of in accordance with State Law.

- 4.15.2.2** Desirable trees outside the edges of the roadway shall be preserved where possible, as determined by the Town Engineer or as designated by the Commission.
- 4.15.3** Step Two: Formation of Sub grade
- 4.15.3.1** All soft and yielding material and other portions of the sub grade which will not readily compact shall be removed, and all loose rock and boulders over five (5) inches in size shall be removed or broken off to a depth of not less than two (2) feet below sub grade. When ledge rock is encountered, this material shall be excavated to a depth of not less than two (2) feet below sub grade. Any materials removed shall be replaced with approved gravel and compacted.
- 4.15.3.2** The sub grade shall be thoroughly compacted with a power roller weighing not less than ten (10) tons. A vibratory roller may be used for compaction if its comp active effort is sufficient as determined by the Town Engineer.
- 4.15.3.3** Connecticut Department of Transportation CONNDOT specifications shall otherwise be followed.
- 4.15.3.4** All underground drainage and utilities within the roadway shall be accomplished in this step.
- 4.15.3.5** Approval to proceed will be given when a smooth, compacted sub grade surface is established, at proper grade, and drainage installed.
- 4.15.4** Step Three: Sub base and Base Courses
- 4.15.4.1** Base course shall consist of a minimum of ten (10) inches of processed gravel or broken stone, and the sub base a minimum of twelve (12) inches of high quality, bank run gravel, specifically approved by the Town Engineer.
- 4.15.4.2** Any base or sub base eight (8) inches in thickness or greater shall be laid in two (2) courses and compacted after each; all thickness referred to herein are after compaction.
- 4.15.4.3** The minimum depth of bank run gravel sub base shall be increased if the bearing capacity of the sub grade is found to be insufficient. The Town Engineer may require bearing capacity tests of the sub grade, at the developer's expense.
- 4.15.4.4** Construction methods shall be in accordance with CONNDOT specifications unless otherwise required by the appropriate Board.
- 4.15.5** Step Four: Surface
- 4.15.5.1** The finished surface of the road will be bituminous concrete, laid in two (2) courses which, when compacted, shall measure to a depth of three (3) inches.
- 4.15.5.2** The first course shall be a bituminous concrete binder two (2) inches thick when compacted; the second course shall be dense-grade bituminous concrete one (1) inch thick when compacted.
- 4.15.5.3** No bituminous surfacing work shall be performed between October 15 and April 15 except with consent of the Town Engineer.
- 4.15.5.4** CONNDOT specifications shall govern materials standards and installation procedures.
- 4.16** **Private Streets**
- 4.16.1** The Commission may approve a proposed street as a permanent private street where the street will not serve the public as a whole nor function within the Town's overall comprehensive transportation policy. Private streets are designed solely for the convenience of the residential properties, which they serve, and to provide access to and from local and other public streets. Private streets shall carry less traffic than the connecting local street and shall conform with the overall orderly development of the area. In all cases the private street shall provide for the safe and convenient circulation of residential and emergency vehicles and be designed to accommodate a variety of support vehicles such as moving vans, refuse collection trucks, snowplows and delivery vehicles.
- 4.16.2** The subdivision plan shall show the street clearly labeled "Private Street".

- 4.16.3** The subdivision plan shall contain a note, approved by the Commission, which clearly states, “this Private Street will not be owned by the Town. All maintenance, repair and services, such as snow removal, sanding and sweeping of the street, will be the responsibility of the abutting landowners.
- 4.16.4** The subdivision plan shall contain notes, approved by the Commission, which are intended to inform the purchasers of lots that certain public services may be restricted from the private street. Services such as refuse and recycling pickup, school bus access and postal delivery may be identified, based on the scope of services offered and public policies in effect at the time of approval.
- 4.16.5** Private streets shall serve a maximum of six lots, except that the Commission may allow a maximum of 10 lots (an additional 4 lots) when five or more of the following conditions exist:
1. The average lot size is greater than 4 acres.
  2. the overall density (total acreage divided by the number of lots) is less than 1 lot per 6 acres.
  3. The frontage of the property is of a length and condition whereby additional lots, (above the maximum of 6) could be accessed by one or more additional driveways leading from the main road. By permitting the additional lots, the need for additional cut(s) off the main road will be eliminated.
  4. The total road length is less than 1000 feet.
  5. The average road grade is less than 8%.
  6. No more than 20% of the total site is wetland and/or floodplain soils.
  7. The road design, length, slope, width, etc. eliminates public safety and other concerns for the servicing of the additional lots.
  8. The lots are spaced so that the majority of lots may be accessed within the first 500 linear feet of the private road.
  9. At least 70 percent of the site is permanently preserved as open space.
  10. No more than 40% of the total site contains slopes in excess of 20% that extend 50 linear feet or more.
- 4.16.6** The design of the private street shall generally conform with the design standards of public streets, with the following exceptions:
- 4.16.6.1** If the private street is contained within a separately deeded or privately owned street right of way, the width of the right of way shall be less than 50 feet.
- 4.16.6.2** The maximum grade of a private street shall not exceed 10%.
- 4.16.6.3** The centerline radius of horizontal curves shall be not less than 100 feet.
- 4.16.6.4** The minimum width of pavement shall be 18 feet.
- 4.16.6.5** Dead end streets shall terminate in a cul-de-sac or hammerhead, in accordance with a recommendation of the Town Engineer.
- 4.16.6.6** The storm drainage facilities shall be adequate and suitable for the site. The Commission may approve deviations from the standards contained in Section 4.9 upon a recommendation of the Town Engineer.
- 4.16.6.7** The Commission may modify the thickness of the roadway sub base and base courses, in accordance with a recommendation of the Town Engineer and based on the suitability of the existing site materials.
- 4.16.7** A written agreement, which provides for the permanent, cooperative, maintenance of the private street shall be provided to the Commission. Upon approval, such agreements may not be amended without the prior approval of the Commission.
- 4.16.8** Private streets shall not serve as a connector between two or more public streets.
- 4.16.9** Private streets shall be named in the same manner as public streets and in accordance with Section 3.1.2.
- 4.16.10** Street signs, identifying the private street, shall be displayed at the intersecting public street. Street

signs shall be a maximum of 2 square feet.

## SECTION 5 MISCELLANEOUS PROVISIONS

### 5.1 INSURANCE

#### 5.1.1 The subdivider shall furnish a Certificate of Insurance of Public Liability Coverage with the following minimum limits:

Property Damage Each Accident: \$100,000

##### **Bodily Injury**

Each Person: \$500,000

Each Accident: \$500,000

### 5.2 SAFETY PRECAUTIONS

#### 5.2.1 Adequate safety precautions including signs, barriers, and lights will be maintained as necessary to insure public safety during construction.

### 5.3 STREET NAME SIGNS

#### 5.3.1 Street name signs consisting either of six (6) inch square posts twelve (12) feet tall sunk four (4) feet, (which portion shall be preserved), lettered with three (3) Inch black letters on a white background, or such other signs as the Board of Selectmen shall approve, shall be installed as follows:

Four corners      Two diagonally opposite

T-intersection      One at head of T

#### 5.3.2 Proposed street names shall be substantially different in sound or spelling with existing street names in Town; except that streets that are proposed to join with streets of an abutting or neighboring property shall bear the same name.

### 5.4 QUESTIONS NOT COVERED

#### 5.4.1 Any questions not covered in these specifications as to road design and construction methods and not covered by other ordinances or regulations of the Town shall be governed by the minimum requirements of the State Department of Transportation CONNDOT unless otherwise specifically stated.

## **SECTION 6 SEDIMENTATION AND EROSION**

### **6.0 GENERAL**

A soil erosion and sediment control plan shall be submitted with all applications for subdivision when the disturbed area of such development is cumulatively more than one-half (1/2) acre. "Certification" means the signed, written approval by the Commission that the soil erosion and sediment control plan complies with the applicable requirements of these Regulations. The erosion and sedimentation plan shall be approved concurrently with the Subdivision plan, unless specifically waived by the Commission.

### **6.1 EROSION AND SEDIMENT CONTROL PLAN**

To be eligible for certification, a soil erosion and sediment control plan shall contain proper provisions to adequately control accelerated erosion and sedimentation and reduce the danger from storm water runoff on the proposed site based on the best available technology. Such plan shall be prepared by a registered profession engineer and shall contain but not be limited to the following:

**6.1.1** A narrative describing the development as follows:

**6.1.1.2** The schedule for grading and construction activities;

**6.1.1.2.1** Seasonal start and completion dates;

**6.1.1.2.2** Sequence of grading and construction activities;

**6.1.1.2.3** Sequence for installation and/or application of soil erosion and sediment control measures.

**6.1.1.3** The design criteria for proposed soil erosion and sediment control measures and storm water management facilities.

**6.1.1.4** The construction details for proposed soil erosion and sediment control measures and storm water management facilities.

**6.1.1.5** The installation and/or application procedures for proposed soil erosion and sediment control measures and storm water management facilities.

**6.1.2** A site plan map at a sufficient scale to show the following:

**6.1.2.1** The location of the proposed development and adjacent properties.

**6.1.2.2** The existing and proposed topography including soil types, wetlands, watercourses and water bodies.

**6.1.2.3** The existing structures on the project site, if any.

**6.1.2.4** The proposed area alterations including cleared, excavated, filled or graded areas and proposed structures, utilities, roads, recreational corridors and, if applicable, new property lines.

**6.1.2.5** The location of and design details for all proposed soil erosion and sediment control measures and storm water management facilities.

**6.1.2.6** The sequence for installation and/or application of soil erosion and sediment control measures

**6.1.2.7** The sequence for final stabilization of the development site.

**6.1.3** Any other information deemed necessary and appropriate by the applicant or requested by the Commission or its designated agent. The designated agent is the Town Engineer or Zoning Enforcement Officer.

### **6.2 MINIMUM ACCEPTABLE STANDARDS**



**6.2.1** Plans for soil erosion and sediment control shall be developed in accordance with these Regulations using the principles as outlined in the Connecticut Guidelines for Soil Erosion and Sediment Control (1985), as amended. Soil erosion and sediment control plans shall result in a development that minimizes erosion and sedimentation during construction is stabilized and protected from erosion when completed, and does not cause off-site erosion and/or sedimentation.

**6.2.2** Computations for runoff shall be in accordance with generally accepted engineering methods.

**6.3 ISSUANCE OF DENIAL OF CERTIFICATION**

**6.3.1** The Commission shall either certify that the soil erosion sediment control plan, as filed, complies with the requirements and objectives of these Regulations or deny certification when the development proposal does not comply with these Regulations.

**6.3.2** Nothing in these Regulations shall be construed as extending the time limits for the approval of any application under Chapters 124 or 124A of the General Statutes.

**6.3.3** Prior to certification, any plan submitted to the municipality may be reviewed by the County Soil and Water Conservation District, which may make recommendations concerning such plan, provided such review, shall be completed within thirty (30) days of the receipt of such plan.

**6.3.4** The Commission may forward a copy of the development proposal to the Conservation Commission or their review agency or consultant for review and comment.

**6.4 CONDITIONS RELATING TO SOIL EROSION AND SEDIMENT CONTROL**

**6.4.1** The estimated costs of measures required to control soil erosion and sedimentation, as specified in the certified plan, may be covered in a performance bond or other assurance acceptable to the Commission in accordance with the provisions specified under Section 4.2.7 of the Zoning Regulations.

**6.4.2** Site development shall not begin unless the soil erosion and sediment control plan is certified and those control measures and facilities in the plan scheduled for installation prior to site development are installed and functional.

**6.4.3** Planned soil erosion and sediment control measures and facilities shall be installed as scheduled according to the certified plan.

**6.4.4** All control measures and facilities shall be maintained in effective condition to ensure compliance with the certified plan.

**6.5 INSPECTIONS**

Inspections shall be made by the designated agent during development to ensure compliance with the certified plan and to ensure that control measures and facilities are performing properly.

## **SECTION 7 SECURITY GUARANTEEING THE COMPLETION OF SUBDIVISION IMPROVEMENTS**

### **7.1 ESTABLISHMENT**

Following the approval of any subdivision plan, which involves the construction of Subdivision improvements, the subdivider shall review the scope of the Subdivision improvements with the Town Engineer. The Town Engineer will review the subdivider's estimate of the cost of construction and compute a construction cost. In computing the estimated cost of construction, the Town Engineer shall add a percentage, not exceeding twenty percent (20%), to cover administrative or other costs to the Town for advertising and awarding a contract in case of default.

- 7.1.1** The Commission shall establish the amount of security. Construction of the improvements shall begin within six (6) months after the security is established and progress continually to completion; otherwise the amount of security shall be subject to revision by the Commission.

### **7.2 REQUIREMENT**

To ensure the completion of all required improvements, including storm drainage system, erosion and sedimentation control measures, roads and pavements, sidewalks and curbs, trees, grading, setting of monuments, and any other requirements made as a condition for subdivision approval or depicted on the endorsed Final Subdivision Plan, Plan and Profile, and Erosion and Sedimentation Control Plan, the Commission shall require, prior to the release of the signed Approved Maps (mylar copy) any one of the following:

- 7.2.1** A deposit of cash with the Town, of an amount, as determined by the Commission, which will cover the cost of the improvements.
- 7.2.2** A security agreement, in a form acceptable by the Commission, which provides that no lots may be sold, or building permits issued until such time that all required improvements are complete, or cash deposited, as outlined in Section 7.2.1. for the remaining improvements.

### **7.3 RELEASE**

The subdivider may apply for partial release of security. Such partial release will be executed by the Commission only if, after inspection, it is found that the remaining security is adequate to cover the then estimated cost of completion of public improvements plus fifteen percent (15%) of the total established improvements. Documents designating open space and easement for drainage, both within the subdivision and across other property must have been executed and delivered to the Town Clerk, with a copy for the Commission's files.

## **SECTION 8 STREET ACCEPTANCE PROCEDURE**

### **8.1 ACCEPTANCE**

According to State Statute, the Board of Selectmen “accepts” the streets for the Town, upon recommendation of the Commission.

### **8.2 PROCEDURE**

The procedure is as follows:

**8.2.1** The developer requests that the Board of Selectmen accept the streets.

**8.2.2** The Board of Selectmen requests a report from the Commission.

**8.2.3** The Commission shall not recommend acceptance unless:

**8.2.3.1** All the improvements they have required are complete and the Town Engineer finds them acceptable;

**8.2.3.2** The street being accepted has direct access to a Town or State-owned road.

**8.2.4** Upon favorable recommendation by the Commission, the developer shall:

**8.2.4.1** Satisfy all conditions of the Commission’s recommendations;

**8.2.4.2** Deliver to the Town Engineer a separate Warranty Deed for each street and each easement.

**8.2.4.3** The Warranty Deeds shall provide an accurate boundary line description of the road right-of-way from a known starting point.

**8.2.5** The Granby Board of Selectmen may then accept the road without condition.

## **SECTION 9 PROCEDURE**

### **9.1 APPLICATION FORMS**

An application for subdivision or resubdivision shall be made on application forms approved by the Commission and available in the office of the Director of Community Development.

### **9.2 DEVELOPMENT QUESTIONNAIRE**

An application for subdivision or resubdivision, resulting in five (5) lots or more, shall include a completed development questionnaire available in the office of the Director of Community Development.

### **9.3 SUBDIVISION APPLICATION FEES**

#### **9.3.0 General**

**9.3.1** Subdivision application fees are established as set forth below to defray the various costs associated with such applications. Such costs include, but are not limited to:

**9.3.1.1** Expenses incurred for staff time spent undertaking or participating in the review, evaluation, and processing of subdivision applications prior to the actual submission of a subdivision application.

**9.3.1.2** Expenses incurred for staff time spent undertaking or participating in the review, evaluation, and processing of subdivision applications from submission of a subdivision application until final commission action.

**9.3.1.3** Expenses incurred for, but not limited to, legal advertisements regarding hearings, decisions of the commission and other matters requiring publication in a newspaper, recording and transcribing public hearings and minutes of commission meetings relative to the application, abutter notices, staff salaries and overhead expenses, and consultant expenses in direct connection with the technical and regulatory review, and town attorney fees in direct connection with legal advice and review or documents directly related to the subdivision.

**9.3.2** The subdivision application fee shall be computed as follows:

**9.3.2.1** **Base Fee** of \$250.00 or \$25.00 per lot, whichever is greater, for mailing, notices, and general administrative expenses (this portion of the fee is non-refundable), plus;

**9.3.2.2** **New Road Construction Fee** of \$85.00 for every one hundred (100) linear feet, or any part thereof, of new roadway proposed to be constructed as part of the subdivision and intended to be deeded to the town as public right of way (for Engineering Review), plus;

**9.3.2.3** **Existing Town/State Road Fee** of \$55.00 for every one hundred (100) feet, or any part thereof, of existing or previously approved public rights of way of town or state roadways abutted by the boundaries of the land contained in the proposed subdivision (for Engineering Review), plus;

**9.3.2.4** **Lot Fee** of \$150.00 for each of the first twenty (20) lots, \$125.00 for each of the twenty-first through fiftieth (21-50) lots, \$100.00 for each of the fifty-first through hundredth (51-100) lots and \$75.00 for each new lot over one hundred (100) lots to be created by the subdivision application (for Staff Review, Engineering Review, Consultant/Outside Agency Review, Traffic Analysis, Legal Review), plus:

**9.3.2.5** **Erosion Control Fee** of \$50.00 per lot, for sedimentation and erosion control measures review, plus;

**9.3.2.6** **State Fee** of \$10.00 for State of Connecticut pursuant to section 22A-27J of the Connecticut General

Statutes.

**9.3.3** When the Commission determines that, in order to fully and properly review and evaluate the application, special expertise (for example, in the fields of geology, hydrogeology, ecology, limnology, or toxicology) would assist the Commission, the following procedure shall apply. Upon 5-business days notice to the applicant identifying the name of the expert and the expert's estimated proposed fee(s), the Commission may retain one or more consultants, whose fees shall be paid by the applicant. If the applicant fails or refuses to deposit the consultant's actual or estimated fee(s) within 10 days of the Town's giving written notice by certified mail of the amount of said estimated fee, the application shall be considered to be incomplete. At its next regularly scheduled meeting, the Commission shall note in its minutes that the application is considered incomplete. The fact that the application is considered incomplete shall be sufficient ground for denial of the application. The commission may, but shall not be required to, deny the application without prejudice, if equitable circumstances exist that have prevented or excused the payment of the consultant's fee in accordance with this regulation.

**9.3.4** With the sole exception of a consultant's fee described in 9.3.3, all applicable fees must be paid in full at the time the subdivision application is filed with the Commission.

#### **9.4 PUBLIC HEARINGS**

A public hearing shall be held on all applications for resubdivision. The Commission may hold a public hearing regarding any subdivision proposal if, in its judgment, the specific circumstances require such action. All public hearings shall be held in accordance with Section 8-26d of the Connecticut General Statutes.

#### **9.5 REAR LOTS**

The Commission shall hold a public hearing for all subdivisions that contain rear lots as outlined in Section 8.14 of the Zoning Regulations. The fee shall be a minimum of \$200 plus \$25 for each lot. All applications will be received by the Commission.

#### **9.6 RECEIPT OF APPLICATION**

The date of the receipt of applications shall be the date of the next regularly scheduled Commission meeting following the delivery of the completed subdivision application and development questionnaire to the Office of Community Development. No application will be received until it is complete. The Director of Community Development will report to the Commission the receipt of applications or, if not complete, the items which are missing.

#### **9.7 INLAND WETLAND AND WATERCOURSES REFERRAL**

If an application involves land regulated as an Inland Wetland or Watercourse, the applicant shall submit an application to the Granby Inland Wetlands and Watercourses Commission no later than the day the application is filed for the subdivision or resubdivision. The Commission shall not render a decision until the Inland Wetland and Watercourses Commission has submitted a report with its final decision to the Commission.

## **SECTION 10 ADMINISTRATION**

#### **10.1 FINAL APPROVAL**

No subdivision shall take effect and no lots shall be sold or construction started until such time that:

**10.1.1** A mylar copy of the required approved maps, signed by the Planning and Zoning Commission Chairman is filed in the office of the Town Clerk, no later than ninety (90) days from the date of approval; and

**10.2.2** A security guaranteeing the completion of public improvements is filed in accordance with Section 7, if required.

**10.2 ENFORCEMENT**

Enforcement of these Regulations shall be by the Commission or its authorized agent. Any person, firm or corporation found in violation of these Regulations may be fined or enjoined for each violation as provided by the General Statutes.

**10.3 AMENDMENTS**

These Regulations may be amended by the Commission at any meeting called for such purpose after a public hearing, notice of which shall be given in accordance with Connecticut General Statutes, Section 8-25. (Amendment of 1/11/77).

**10.4 MODIFICATIONS**

In the case of subdivision, or resubdivision, of a parcel of land containing a minimum of five (5) lots where the shape of the parcel, the topography or other natural features prevent the best subdivision in strict conformance to the lot sizes and areas required in Section 5.1 of the Zoning Regulations, such requirements may be modified by the Commission in not over twenty percent (20%) of the lots in such subdivision, so long as the purpose and intent of Section 5.1 is met for the subdivision as a whole.

**10.5 REPEAL**

All regulations pertaining to the subdivision of land previously adopted, which are consistent with these Regulations, are hereby repealed.

**10.6 VALIDITY**

If any section, paragraph, subdivision, clause or provision of these Regulations shall be adjudged invalid, such adjudication shall apply only to the section, paragraph, subdivision, clause or provision so adjudged, and the remainder of the Regulations shall be deemed valid and effective.

**10.7 ADOPTION**

Subdivision Regulations were officially adopted on September 14, 1953.  
Amended 1/21/00.

**APPROVED BY THE PLANNING COMMISSION OF THE  
TOWN OF GRANBY AT IT'S MEETING ON**

**DATE\_\_\_\_\_AND SIGNED BY**

**CHAIRMAN\_\_\_\_\_DATE\_\_\_\_\_**

**SECRETARY\_\_\_\_\_DATE\_\_\_\_\_**

**AND DELIVERED TO THE APPLICANT ON**

**DATE\_\_\_\_\_**

\_\_\_\_\_  
**IN ACCORDANCE WITH STATE STATUE 8 26 CALL  
WORK IN CONNECTION WITH THIS SUBDIVISION  
MUST BE COMPLETED BY \_\_\_\_\_**

**SUBDIVISION APPROVAL BLOCK**

AMENDMENTS:

Approved 1-14-98

Effective 1-30-98

Approved 2/24/03

Effective 2/24/03

ADDITION TO SECTION 3.1.3.10 OF THE SUBDIVISION REGULATIONS -  
CONSERVATION RESTRICTION

Amendment to Section 4.5

3.1.3.12 Commercial and Industrial Subdivisions